

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Wyoming **CODE#** 061-86730

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09/10/07

CONTACT: Terry Huxel **PHONE #** (513) 821-3505

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 821-7952 **E-MAIL** thuxel@wyoming.oh.us

PROJECT NAME: Waverly Avenue Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 250,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 500,000

FUNDING REQUESTED: \$ 250,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 250,000

SCIP LOAN: \$ _____

RLP LOAN: \$ _____

LOAN ASSISTANCE: \$ _____

RATE: _____ % **TERM:** _____ yrs.

RATE: _____ % **TERM:** _____ yrs.

(Check Only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

2007 SEP 21 AM 10:01

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$_____.00

Preliminary Design \$_____.

00

Final Design \$_____.

00

Bidding \$_____.

00

Construction Phase \$_____.

00

Additional Engineering Services

\$_____.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____.00

c.) Construction Costs:

\$ 500,000_____.00

d.) Equipment Purchased Directly:

\$_____.00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$_____.00

f.) Construction Contingencies:

\$_____.00

g.) TOTAL ESTIMATED COSTS:

\$ 500,000_____.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$_____00	
b.) Local Revenues	\$ 250,000 ____00	50
c.) Other Public Revenues	\$_____00	
ODOT	\$_____00	
Rural Development	\$_____00	
OEPA	\$_____00	
OWDA	\$_____00	
CDBG	\$_____00	
OTHER _____	\$_____00	
SUBTOTAL LOCAL RESOURCES:	\$ 250,000 ____00	50
d.) OPWC Funds		
1. Grant	\$ 250,000 ____00	50
2. Loan	\$_____00	
3. Loan Assistance	\$_____00	
SUBTOTAL OPWC RESOURCES:	\$ 250,000 ____00	50
e.) TOTAL FINANCIAL RESOURCES:	\$ 500,000 ____00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Waverly Avenue Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project limits are the entire length of Waverly Avenue (Burns to Crescent). Please see attached project vicinity map

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Full depth pavement removal and replacement
- 2.) Curb removal and replacement
- 3.) Replace/Add new storm catch basins
- 4.) Upgrade existing storm sewer
- 5.) Install new storm sewer system
- 6.) Seeding and Mulching as necessary
- 7.) Watermain Replacement
- 8.) New fire hydrants installed

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is approximately 750 LF. The width of the existing roadway varies from 21 to 25 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 700 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 500,000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>08 /15 /03</u>	<u>04 /30/08</u>
4.2 Bid Advertisement and Award:	<u>06/01/08</u>	<u>07/01/08</u>
4.3 Construction:	<u>07/16 /08</u>	<u>11/30/09</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Robert Harrison
TITLE	City Manager
STREET	800 Oak Avenue
CITY/ZIP	Wyoming, Ohio 45215
PHONE	513-821-7600
FAX	513-821-7952
E-MAIL	rharrison@wyoming.oh.us

5.2 CHIEF FINANCIAL

OFFICER	Jenny Chavarria
TITLE	Director of Finance
STREET	800 Oak Avenue
CITY/ZIP	Wyoming, Ohio 45215
PHONE	513-821-7600
FAX	513-821-7952
E-MAIL	

5.3 PROJECT MANAGER

TITLE	Terry Huxel
STREET	Director of Public Works
CITY/ZIP	800 Oak Avenue
PHONE	Wyoming, Ohio 45215
FAX	513-821-7600
E-MAIL	513-821-7952

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.



Certifying Representative - Robert Harrison, City Manager



9/20/2007

Signature/Date Signed

Engineer's Estimate

WAVERLY AVENUE IMPROVEMENTS

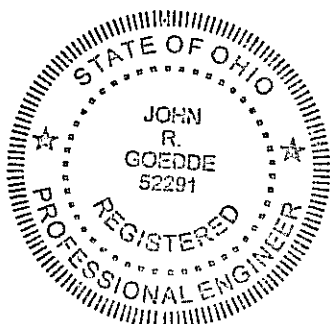
CITY OF WYOMING

DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Tree Removed/Clearing	1	LS	\$ 15,000.00	\$ 15,000.00
Excavation/Pavement Removed	1500	CY	\$ 22.00	\$ 33,000.00
Driveway Apron (remove & replace)	750	SY	\$ 60.00	\$ 45,000.00
Curb Removed	1700	LF	\$ 5.00	\$ 8,500.00
Catch Basins/Manholes Removed	2	EA	\$ 500.00	\$ 1,000.00
Concrete Walk (remove & replace)	500	SF	\$ 6.00	\$ 3,000.00
Pipe Removed	100	LF	\$ 10.00	\$ 1,000.00
Excavation, incl. Embankment (undercut)	300	CY	\$ 40.00	\$ 12,000.00
Aggregate Base	650	CY	\$ 50.00	\$ 32,500.00
Bituminous Aggregate Base	230	CY	\$ 130.00	\$ 29,900.00
Asphalt Concrete Surface Course	100	CY	\$ 150.00	\$ 15,000.00
12"-15" Conduit	450	LF	\$ 90.00	\$ 40,500.00
18"-24" Conduit	250	LF	\$ 110.00	\$ 27,500.00
Catch Basin	8	EA	\$ 3,000.00	\$ 24,000.00
Manhole	6	EA	\$ 3,000.00	\$ 18,000.00
Concrete Curb	1700	LF	\$ 12.00	\$ 20,400.00
Maintain Traffic	1	LS	\$ 10,000.00	\$ 10,000.00
Construction Layout Stakes	1	LS	\$ 15,000.00	\$ 15,000.00
Seed & Mulch Restoration	2000	SY	\$ 1.00	\$ 2,000.00
Utility/Waterline Adjustments, (including new fire hydrants)	1	LS	\$ 100,000.00	\$ 100,000.00
Contingencies	1	LS	\$ 46,700.00	\$ 46,700.00
TOTAL ESTIMATED COST				\$ 500,000.00

*I hereby certify this to be an accurate estimate of
the proposed project. The useful life of this project
is 30 years.*


John R. Goedde, P.E.
JMA Consultants, Inc.

9-11-07
Date





CITY OF WYOMING •

800 OAK AVENUE • WYOMING, OHIO 45215 • (513) 821-7600

STATUS OF FUNDS CERTIFICATION

The City of Wyoming will utilize \$250,000 from its local budget for its participation in the Waverly Avenue Improvements Project.

Jennifer M. Chavarria
Finance Director
City of Wyoming

9-20-07
Date Signed

Waverly Ave

YAHOO! LOCAL
Maps

Sign In
New User? Sign Up

11,134

i We assumed that you meant **Burns**, instead of **Burns**.

★ Map for: Burns Cincinnati, OH 45215 Save

Driving Directions: To Here - From Here



[Printable Version](#)



Email Map

[Link to this Map](#)

MY Y!

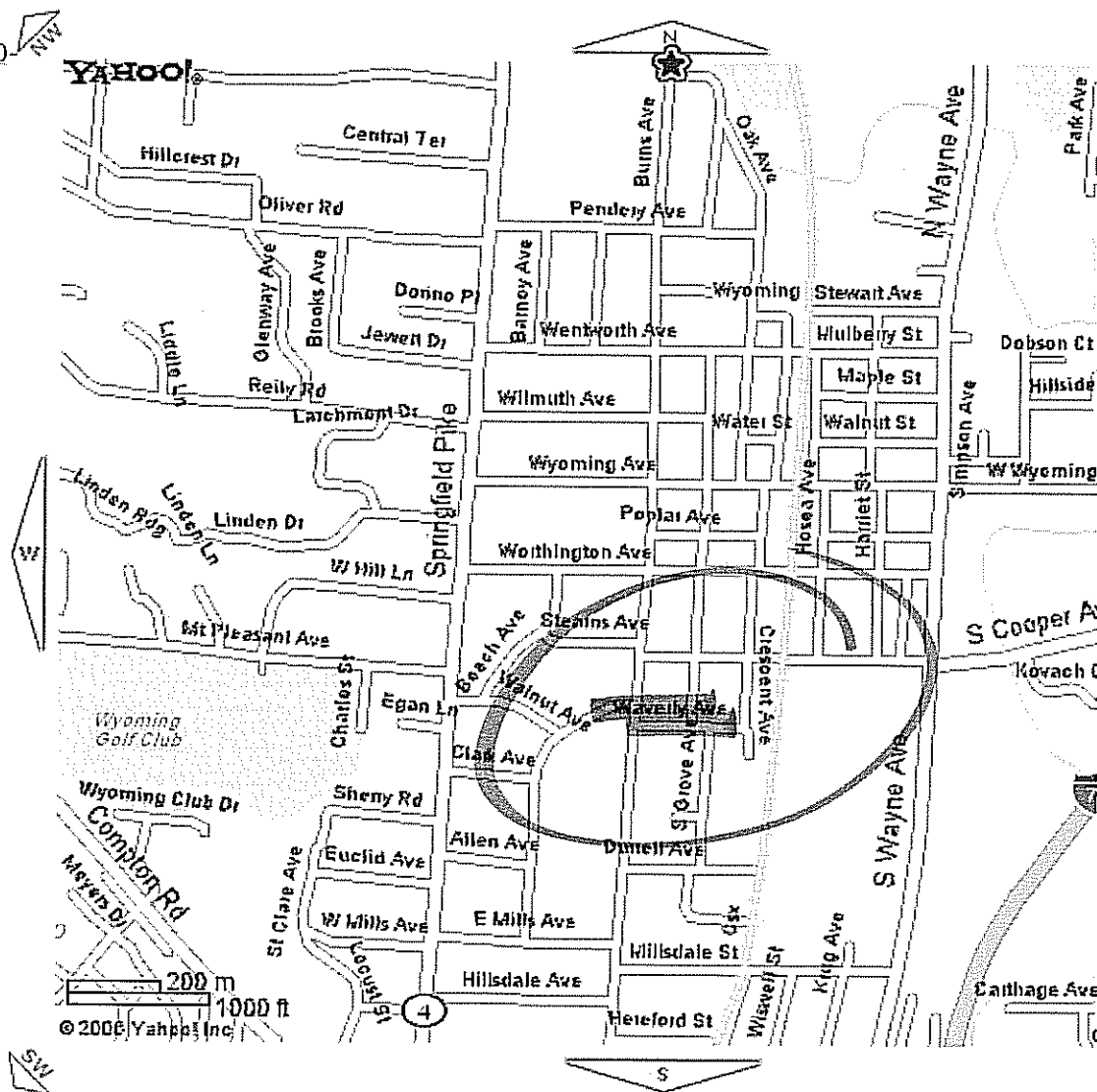
1st.3city567state910

Zoom

Out

100

small map



See these business locations on this map





CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 1, 2006

Mr. John Goedde, P.E.
JMA Consultants, Inc.
4357 Harrison Avenue
Cincinnati, OH 45211

Re: 6" Waterlines on Waverly Avenue

Dear Mr. Goedde:

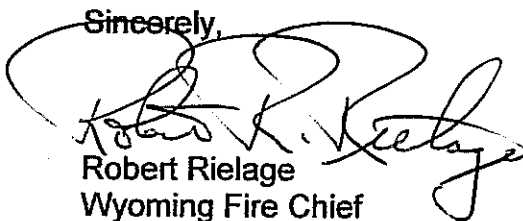
As you are aware, there are currently 6" waterlines on Waverly Avenue in the City of Wyoming.

This causes concern for our Fire Department, as 6" lines do not provide adequate pressure to fight fires effectively. Being able to provide the residents adequate fire protection is obviously extremely important.

It would be our recommendation that these 6" lines be replaced with 8" lines when the construction of this street is underway if possible.

Thank you for your consideration. Please do not hesitate to call me with any questions you may have.

Sincerely,


Robert Rielage
Wyoming Fire Chief



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 6, 2006

Mr. John R. Goedde, Principal
JMA Consultants, Inc.
4357 Harrison Avenue
Cincinnati, OH 45211

Re: Waverly Avenue

Dear John:

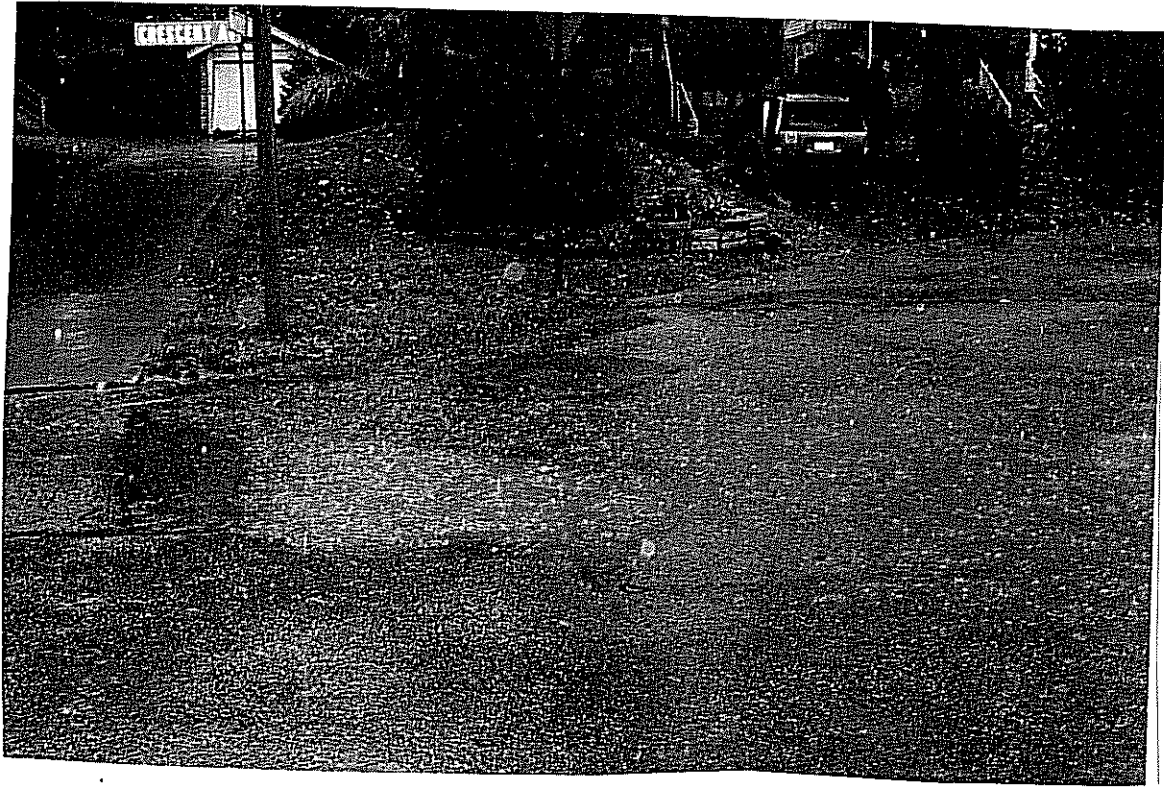
Pursuant to your letter regarding the lowering of the roadway for Waverly Avenue, I believe that there will be a conflict with the existing six-inch water line.

As with other similar projects, the existing water lines for Waverly Avenue are under the pavement. The proposed design of the roadway for this street will result in substandard cover for the existing water line. The water line will need to be lowered to have sufficient cover to accommodate the new street grades and proposed curb that you mentioned. Because of its age, lowering is not feasible. A new 8-inch main is required to be laid below the profile of the existing line if the project is funded.

Sincerely,

Terry Huxel
Director of Public Works

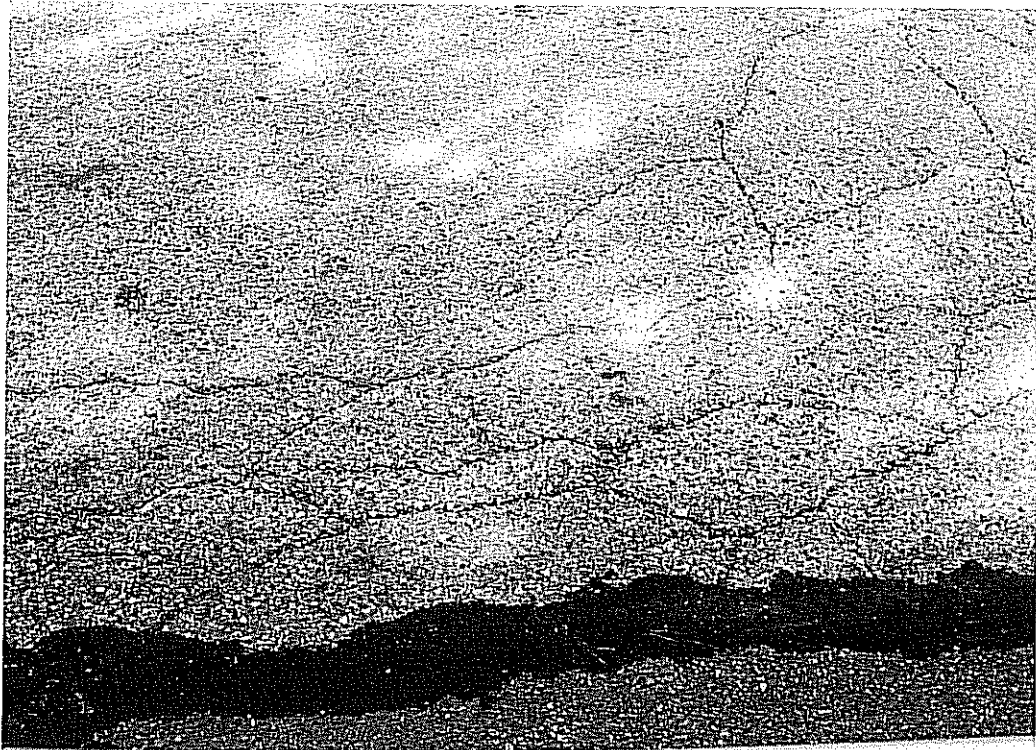
Waverly Avenue - City of Wyoming



WAVERLY AVE.



Waverly Ave.



Warasy Ave.



Waverly Ave.



Waverly Ave.

City of Wyomissing
Waverly Ave. #1

SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT APPLICATIONS

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

<input checked="" type="checkbox"/> OPWC Application for Financial Assistance (State of Ohio Form—Signed by C.E.O.)	<input checked="" type="checkbox"/> Additional Support Information Form (District Two Form)	<input checked="" type="checkbox"/> Detailed Cost Estimate (Signed by P.E.)
<input checked="" type="checkbox"/> Useful Life Certificate (Signed by P.E.)	<input checked="" type="checkbox"/> Status of Funds Certification (Jurisdiction Letterhead—Signed by C.F.O.)	<input checked="" type="checkbox"/> Project Vicinity Map
<input checked="" type="checkbox"/> Project Pictures (Minimum of 4 - Mounted)		

The following items **MUST** be submitted with the application in order for the District Two Support Staff to consider the maximum points available for your application (Specify type of submission):

- | | |
|--|---|
| <ul style="list-style-type: none"> • Infrastructure Condition Data <ul style="list-style-type: none"> • Geotechnical Report | <ul style="list-style-type: none"> Infrastructure Safety Data <ul style="list-style-type: none"> • Letter from Fire Chief • Letter from Public Works Director |
| <ul style="list-style-type: none"> • Infrastructure Health Data | <ul style="list-style-type: none"> Jurisdiction User Fee/Assessment Data |
| <ul style="list-style-type: none"> • Economic Growth Data | <ul style="list-style-type: none"> • Alleviate Traffic Hazards/LOS Data |
| <ul style="list-style-type: none"> • Ban/Moratorium Data | <ul style="list-style-type: none"> • Users Certification Data |

The following items must be submitted by November 5, 2007:

<input type="checkbox"/> Capital Improvement Report (State of Ohio Form)	<input type="checkbox"/> Enabling Legislation (On Jurisdiction Letterhead and Signed by Clerk)
---	---

LIMITED PAVEMENT EVALUATION

WAVERLY AVENUE

WYOMING, OHIO

Prepared for: **City of Wyoming**
Thelen Project No.: **040969NEJ**



Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

© Copyright by Thelen Associates, Inc.
September 9, 2004

City of Wyoming
800 Oak Avenue
Wyoming, Ohio 45215

Attention: Mr. Terry Huxel

Re: Limited Pavement Evaluation
Waverly Avenue
Wyoming, Ohio

Ladies and Gentlemen:

Submitted herewith are the results of pavement coring and subgrade sampling made along Waverly Avenue, Wyoming, Ohio. This work was requested and authorized by Ms. Jennifer Vatter, JMA Consultants, Inc., with approval from Mr. Terry Huxel, City of Wyoming, during a telephone conversation with our Mr. J. Dale Proffitt on August 25, 2004.

We are enclosing with this report a reprint of "Important Information About Your Geotechnical Engineering Report" published by ASFE, Professional Firms Practicing in the Geosciences, which our firm would like to introduce to you at this time.

We appreciate the opportunity to provide the geotechnical services for this project. Should you have any questions concerning the information, conclusions or recommendations contained in this report, please do not hesitate to contact us.

Respectfully submitted,
THELEN ASSOCIATES, INC.



Kevin D. Weaver
Kevin D. Weaver, E.I.
Materials/Staff Engineer

Arthur T. Sturbaum 9/9/04
Arthur T. Sturbaum, P.E.
Senior Geotechnical Engineer

KDW:ATS:jab
040969NEJ

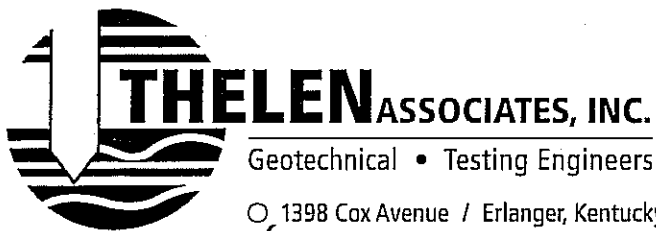
Copies submitted: 2 - Client
2 - JMA Consultants, Inc.

LIMITED PAVEMENT EVALUATION

WAVERLY AVENUE

WYOMING, OHIO

Prepared for: **City of Wyoming**
Thelen Project No.: **040969NEJ**



○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

© Copyright by Thelen Associates, Inc.
September 9, 2004

City of Wyoming
800 Oak Avenue
Wyoming, Ohio 45215

Attention: Mr. Terry Huxel

Re: Limited Pavement Evaluation
Waverly Avenue
Wyoming, Ohio

Ladies and Gentlemen:

Submitted herewith are the results of pavement coring and subgrade sampling made along Waverly Avenue, Wyoming, Ohio. This work was requested and authorized by Ms. Jennifer Vatter, JMA Consultants, Inc., with approval from Mr. Terry Huxel, City of Wyoming, during a telephone conversation with our Mr. J. Dale Proffitt on August 25, 2004.

We are enclosing with this report a reprint of "Important Information About Your Geotechnical Engineering Report" published by ASFE, Professional Firms Practicing in the Geosciences, which our firm would like to introduce to you at this time.

We appreciate the opportunity to provide the geotechnical services for this project. Should you have any questions concerning the information, conclusions or recommendations contained in this report, please do not hesitate to contact us.

Respectfully submitted,
THELEN ASSOCIATES, INC.



Kevin D. Weaver
Kevin D. Weaver, E.I.
Materials/Staff Engineer

Arthur T. Sturbaum 9/9/04
Arthur T. Sturbaum, P.E.
Senior Geotechnical Engineer

KDW:ATS:jab
040969NEJ

Copies submitted: 2 - Client
2 - JMA Consultants, Inc.

TABLE OF CONTENTS

1.0 SCOPE	1
2.0 PROJECT CHARACTERISTICS	1
3.0 EXISTING SITE CONDITIONS	1
4.0 FIELD EXPLORATION	2
5.0 LABORATORY REVIEW	3
6.0 SUBSURFACE PROFILE	4
7.0 CONCLUSIONS AND RECOMMENDATIONS	5
7.1 General	5
7.2 Soil Subgrade Preparation	8
7.3 Pavement Design	9

APPENDIX



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

© Copyright by Thelen Associates, Inc.
September 9, 2004

**LIMITED PAVEMENT EVALUATION
WAVERLY AVENUE
WYOMING, OHIO**

1.0 SCOPE

The enclosed pavement and subgrade evaluation was performed along Waverly Avenue from its intersection with Burns Avenue to its east end terminus, Wyoming, Ohio. The purpose of this evaluation was to assess the condition of the existing pavement and the subgrade soils, and to relate the engineering properties of the pavement constituents, that is existing pavement thickness and condition and subgrade strength, classification and compressibility characteristics to the serviceability of Waverly Avenue.

2.0 PROJECT CHARACTERISTICS

It is our understanding that the City of Wyoming is considering improvement of the existing pavement along Waverly Avenue. Improvement may involve additional overlaying of the current section or the complete removal and replacement of the pavement.

3.0 EXISTING SITE CONDITIONS

The area being considered for improvement is Waverly Avenue as it extends east from Burns Avenue approximately 900 feet to its east end terminus. The roadway ranges approximately from 21 to 25 feet wide and has an asphalt surface. Water, sanitary sewer, storm sewer and gas utilities are within and parallel the street within the right-of-

way. The roadway was constructed without curbing. The profile of the roadway is crowned from the centerline to the edge of pavement. Drainage paths are not clearly defined. Surface runoff is collected in catch basins located at intersections. A section of Waverly Avenue has been recently repaved. This section is located at the intersection of South Grove Avenue and extends for the width of South Grove Avenue. This new asphalt was placed during the reconditioning of South Grove Avenue.

The surface pavement consists of deteriorating asphalt with the majority of the cracking consisting of longitudinal cracks with intermittent but significant transverse cracking extending across the width of the roadway. Some patches are apparent throughout the length of roadway. These patches were likely performed to repair potholes or areas where the surface pavement had delaminated from the underlying asphalt courses. Some of the patches have also begun to deteriorate. The existing pavement surface appears to be beyond its service life, and in its current condition will rapidly deteriorate as the system of cracking becomes more pronounced and interconnected.

4.0 FIELD EXPLORATION

Two (2) pavement cores and test borings were drilled at the locations marked in the field by the Project Staff Engineer from Thelen Associates, Inc. The locations are referenced on each individual Log of Pavement Core and Test Boring by the nearest street address to their location or distance from a physical feature.

The cores were performed with a 4-inch diameter diamond-tipped core barrel. The test borings were extended into the underlying subgrade soils with the advancement of a 3-inch diameter Shelby tube (ASTM D1587) hydraulically pushed with a truck-mounted drill rig. Two (2) 2-inch O.D. split spoon samples were then obtained according to the procedures of ASTM D1586. The recovered cores and samples were marked in the field for proper identification. The split-spoon samples were placed in glass jars and

capped and the Shelby tubes were capped and taped in their tubes to preserve the samples at their natural moisture contents.

Concurrent with the drilling operation, the Drilling Technician prepared field test boring logs of the pavement and subsurface profile noting pavement types and depths, sampling intervals, standard penetration test resistances (N-values), soil stratifications and groundwater levels or the lack thereof.

5.0 LABORATORY REVIEW

Following completion of the test borings, the samples were returned to our Soil Mechanics Laboratory where they were reviewed and visually classified by the Project Engineer. Core samples of the asphalt pavement were visually reviewed and measured for length if they had not disintegrated during the coring process. Representative soil samples were selected for natural moisture content, unconfined compressive strength and Atterberg limits classification tests. A tabulation of the laboratory test results is included in the Appendix along with the associated test forms.

Based on the Drilling Technician's field logs, the results of the laboratory tests and the Engineer's visual classification of the samples, the final test boring logs were prepared. Copies of these logs are included in the Appendix along with a Soil Classification Sheet describing the terms and symbols used in their preparation. Unified Soil Classification System (USCS) and the Ohio Department of Transportation (ODOT) classifications, where determined by laboratory testing, are indicated on the test boring logs.

The dashed lines on the test boring logs identifying the changes between soil types were determined by interpolation between the samples and should be considered to be approximate. Only changes which occur within samples can be precisely determined

and are indicated by solid lines on the logs. The transition between soil types may be abrupt or gradual.

6.0 SUBSURFACE PROFILE

The cores and test borings were located in areas which generally represent the deteriorated pavement conditions. Asphalt depths encountered were 4.0 inches in Test Boring 1 and 8¾ inches in Test Boring 2. The cores consisting of two apparent courses in Test Boring 1 and five apparent courses in Test Boring 2. Core 2 separated between courses at a depth of 5 inches below the surface during coring.

A granular base was encountered below the asphalt pavement and consisted of very moist to wet dense to very dense fine to coarse sand and/or gravel. The granular base in Test Borings 1 and 2 was measured at 7 inches and 10¼ inches, respectively.

Underlying the granular base in Test Boring 2, a clay fill was encountered. The fill consisted of stiff clay, trace fine to coarse sand and asphalt fragments. The fill was encountered to a depth of 36.0 inches. The clay fill was found to have an Atterberg liquid limit of 52 percent and a plasticity index of 30. This classifies the fill soil as a fat clay, CH (USCS) and A-7-6 (ODOT). The clay fill was found to have a natural dry density of 94.7 pounds per cubic foot (pcf) with an unconfined compressive strength of 1,700 pounds per square foot (psf). The natural moisture content of the fill was 26.0 percent.

In Test Boring 1 from 11.0 inches to 70.8 inches, the bottom of test boring, and in Test Boring 2 from 36.0 inches to 79.2 inches, the bottom of test boring, native silty clay and clay was encountered. Native soils are stiff to very stiff in consistency near the subgrade surface. In Test Borings 1 and 2 from 48.0 inches to 60.0 inches and 36.0 inches to 60.0 inches, respectively, very soft to medium stiff silty clay and sandy clay was encountered.

The native silty clay encountered directly beneath the granular base in Test Boring 1 was found to have an Atterberg liquid limit of 39 percent and a plasticity index of 20. This classifies this native soil as lean clays, CL (USCS) and A-6b (ODOT). The native soil subgrade was found to have a natural dry density of 99.4 pcf with an unconfined compression strength of 2,319 psf. The natural moisture content of the native soils ranged from 17.0 percent to 28.5 percent, averaging 24.4 percent.

Groundwater was encountered during drilling at 5.0 feet and 3.6 feet in Test Borings 1 and 2, respectively. At the completion of drilling, groundwater levels were recorded in Test Boring 2 at 4.3 feet. Both test borings were immediately backfilled.

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 General

Based upon our engineering reconnaissance of the site, the pavement cores and underlying soil borings, a visual examination of the samples, the laboratory tests, our understanding of the proposed remediation, and our experience as Consulting Soil and Construction Engineers in the Greater Cincinnati Area, we have reached the following conclusions and make the following recommendations.

The conclusions and recommendations of this report have been derived by relating the general principles of the discipline of Geotechnical Engineering to the proposed construction outlined by the Project Characteristics section of this report. Because changes in surface, subsurface, climatic and economic conditions can occur with time and location, we recommend for our mutual interest that the use of this report be restricted to this specific project.

Our understanding of the proposed remediation is based on the telephone conversation with Ms. Vatter at the time this work was authorized. We recommend

that our office be retained to review the final design documents, plans and specifications, to assess any impact changes, additions or revisions in these documents may have on the conclusions and recommendations of this geotechnical report. Any changes or modifications which are made in the field during the construction phase which subgrade preparation, utility locations or other related site work should also be reviewed by our office prior to their implementation.

If conditions are encountered in the field during pavement remediation which vary from the facts of this report, we recommend that our office be contacted immediately to review the changed conditions in the field and make appropriate recommendations.

The scope of our services did not include any environmental assessment or investigation for the presence or absence of wetlands or hazardous or toxic materials in the soil, bedrock, surface water, groundwater or air, on or below or around this site.

We have performed the test borings and laboratory tests for our evaluation of the existing roadway conditions and for the formulation of the conclusions and recommendations of this report. We assume no responsibility for the interpretation or extrapolation of the data by others.

The subgrade preparation recommendations of this report presume that the earthwork will be monitored continuously by an Engineering Technician under the direction of a Registered Professional Geotechnical Engineer. We recommend that the Owner contract these services directly with Thelen Associates, Inc.

The existing pavement section consists of asphaltic concrete which was encountered in thickness varying from 4 inches to 8¾ inches. The asphalt cores have 2 to 5 apparent courses with Core 2 separating between the courses at 5 inches below the surface during coring. The surface conditions are deteriorating due to the increasing

severity of the surface cracking and the lack of defined drainage paths to the catch basins.

The granular fill underlying the asphalt pavement was very moist to wet which indicates that the surface cracking is allowing the storm water to drain through the asphalt pavement or along the pavement edge to the underlying granular base. The granular base does not appear to be well-drained, allowing both the granular base and the immediate soil subgrade beneath the base to become saturated.

Because of the surface condition of the street discussed in the Existing Site Conditions, Section 3.0 of this report, the variability of the pavement, the permeability of the existing surface thickness, as well as the deterioration of the existing asphalt pavement, it is our opinion that proper reconditioning of the existing street will require the complete removal of the existing pavement, reconditioning and drying of the underlying granular base, reconditioning of the soil subgrade and the replacement of the pavement section. In conjunction with replacement, the subgrade should be graded such that the surface drainage is directed off the asphalt roadway to curbing, and then along the curbing to storm sewer inlets.

Due to the very soft to medium stiff soils encountered beneath 48.0 inches in Test Boring 1 and 36.0 inches in Test Boring 2, every effort should be taken to avoid undercutting to within 2.0 to 2.5 feet above these soils. Compounding these low-density soil issues, groundwater was encountered in both borings within these layers. If proofrolls indicate that the design soil subgrade requires deep undercutting, our office should be contacted to evaluate the site conditions and provide appropriate options.

7.2 Soil Subgrade Preparation

Following the removal of the asphalt pavement surface and any granular base materials, the exposed subgrades should be regraded as required to redirect the surface drainage. The subgrade should then be proofrolled with a piece of heavy equipment in the presence of the Project Geotechnical Engineer or a representative thereof. Any yielding areas noted during the proofroll should be undercut to stiff soils or as recommended by the Engineer.

Deep undercuts will encounter soft and saturated soils and groundwater. All attempts should be made to preserve the existing stiff soil crust which comprises the pavement subgrade. Light, wide-tracked equipment should be used to prepare the subgrade.

The base of all shallow undercuts should be proofrolled. Should additional yielding be noted, the Engineer should be consulted to assess whether further undercutting or additional measures should be implemented. An accepted proofrolled surface should then be compacted in place to a minimum dry density of 95 percent of the maximum dry density as determined by the standard Proctor moisture-density test, ASTM D698.

In some instances, we have found that shallow utilities prevent or limit undercut depths. In addition, the soft soils which lie beneath the stiff soil crust are particularly susceptible to disturbance during undercutting. In these cases, areas which fail a proofroll may have to be improved using additional granular soils and the integration of geogrids, or by the complete redesign of pavement sections. We recommend that, if shallow utilities exist in the areas of poor subgrade, the Design Engineer and/or the Geotechnical Engineer be consulted.

New fill for restoration of subgrades should consist of approved soil from the undercuts or approved borrow with a liquid limit less than 60 percent and a plasticity index less than 35 percent. This fill should be placed in shallow, level layers, 6 to 8 inches in

thickness, and should be compacted with appropriate equipment, such as a sheepfoot roller or self-propelled compactor for clayey soils. If granular fill is used, it should be permanently drained and compacted with vibratory equipment.

All fill should be placed at a moisture content between 2 percent below and 3 percent above the optimum moisture content, ASTM D698. The laboratory tests indicate that the natural moisture contents of many of the subgrade materials are likely within a range consistent with the optimum moisture for compaction or slightly above, such that significant moisture conditioning may not be necessary during construction, depending on the season of the year, the construction procedures implemented and weather conditions.

Immediately prior to placing the pavement section, including the placement of any granular base course, the soil subgrade should be proofrolled and any yielding areas should be undercut and replaced with compacted fill as outlined above. The subgrade surface should then be manipulated as needed to bring the moisture content to within 2 percent of the optimum moisture content. The prepared subgrade should then be compacted in place to at least 100 percent, ASTM D698.

The criteria presented above for subgrade remediation are, in our opinion, the minimum acceptable levels for satisfactory performance of the project. Local regulations may necessitate specifications which are more stringent than those presented in this report.

7.3 Pavement Design

We recommend that the pavements for the project be designed in accordance with the anticipated axle loads, frequency of loading and the properties of the subgrade soils. The subgrade properties for use in formal pavement designs should be determined from field California Bearing Ratio (CBR) or plate load tests or from a correlation

between field density tests and laboratory CBR tests. In lieu of these formal test, the Design Engineer for the pavement may elect or assume a CBR value based on index properties for the soils, applying laboratory testing data provided herein. It should be noted that the materials encountered at subgrade are generally silty clay soils which are relatively weak and typically have relatively low CBR values. Any assumed CBR value should be confirmed by field or laboratory testing prior to pavement replacement.

If a granular base is to be reincorporated beneath the pavement, we recommend that the base be permanently drained to discharge at the edge of the pavement or via underdrains into the storm sewer system.

KDW:ATS:jab
040969NEJ

APPENDIX

ASFE Report Information

Tabulation of Laboratory Tests

Unconfined Compression Test Forms

Pavement Core and Test Boring Logs

Soil Classification Sheet



○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
 ◎ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756

LIMITED PAVEMENT EVALUATION
CITY OF WYOMING
WAVERLY AVENUE
WYOMING, OHIO
040969NEJ

TABULATION OF LABORATORY TESTS

[illegible]



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
 ✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
 www.thelenassoc.com

**UNCONFINED COMPRESSIVE STRENGTH OF COHESIVE SOIL, ASTM - D2166
 UNIT WEIGHT AND NATURAL MOISTURE**

CLIENT : City of Wyoming
 PROJECT : Limited Pavement Evaluation
 LOCATION : Waverly Avenue, Wyoming, Ohio

PROJECT NUMBER : 040969NEJ
 BORING NUMBER : 1 SAMPLE NUMBER : 2
 SAMPLE DESCRIPTION : Gray and brown moist stiff SILTY CLAY
 with iron oxide stains

LAB NUMBER : 1347N
 DEPTH (IN.): 11.0 to 19.0

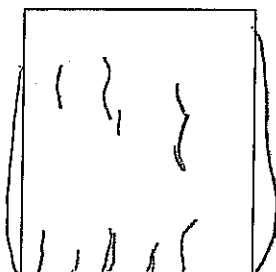
SAMPLE OBTAINED BY : SHELBY TUBE CONDITION: UNTRIMMED DATE : 09/07/04

NATURAL UNIT WEIGHT

FAILURE SHAPE

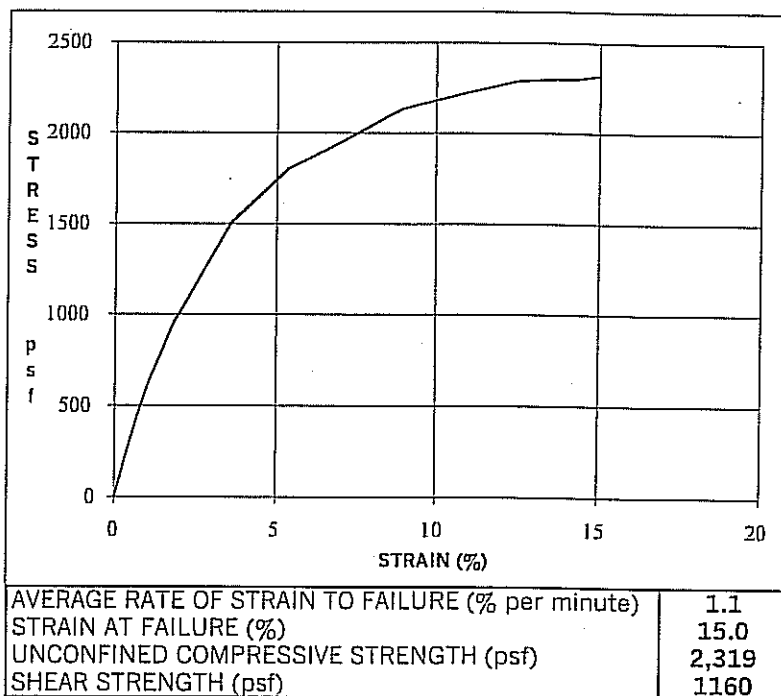
WATER CONTENT AFTER SHEAR

AVERAGE DIAMETER (in.) 2.83
 HEIGHT (in.) 5.60
 HEIGHT TO DIAMETER RATIO 1.98
 AVERAGE AREA (sq. ft.) 0.0436
 VOLUME (cu. ft.) 0.0203
 WET WEIGHT (lbs.) 2.57
 DRY WEIGHT (lbs.) 2.02
 DRY DENSITY (pcf) 99.4



CAN NUMBER oh-10
 WET WEIGHT + CAN (lbs.) 2.17
 DRY WEIGHT + CAN (lbs.) 1.81
 WEIGHT WATER (lbs.) 0.36
 WEIGHT CAN (lbs.) 0.49
 WEIGHT SOLID (lbs.) 1.33
 MOISTURE (%) 27.0
 LOAD CELL NUMBER CELL

DEFORM	LOAD	LOAD	STRAIN	CORR.	STRESS
DIAL	CELL			AREA	
.001 IN.		LBS.	%	SQ. FT.	PSF
0	0	0	0	0.0436	0
20	10.0	10.0	0.4	0.0438	229
40	20.0	20.0	0.7	0.0439	455
60	28.0	28.0	1.1	0.0441	635
80	35.0	35.0	1.4	0.0442	791
100	42.0	42.0	1.8	0.0444	946
200	68.0	68.0	3.6	0.0452	1504
300	83.0	83.0	5.4	0.0461	1801
400	92.0	92.0	7.1	0.0470	1959
500	102.0	102.0	8.9	0.0479	2130
600	108.0	108.0	10.7	0.0488	2211
700	114.0	114.0	12.5	0.0498	2287
760	116.0	116.0	13.6	0.0505	2299
800	117.0	117.0	14.3	0.0509	2300
840	119.0	119.0	15.0	0.0513	2319



REMARKS : Unconfined compressive strength controlled by 15% strain prior to sample failure.



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

UNCONFINED COMPRESSIVE STRENGTH OF COHESIVE SOIL, ASTM - D2166 UNIT WEIGHT AND NATURAL MOISTURE

CLIENT : City of Wyoming
PROJECT : Limited Pavement Evaluation
LOCATION : Waverly Avenue, Wyoming, Ohio

PROJECT NUMBER : 040969NEJ LAB NUMBER : 1351N
BORING NUMBER : 2 SAMPLE NUMBER : 2 DEPTH (IN.): 19.0 to 26.0
SAMPLE DESCRIPTION : Mixed olive brown and brown, trace gray moist medium
stiff FILL, clay, trace fine to coarse sand and asphalt fragments

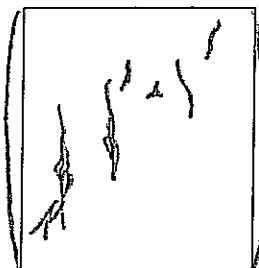
SAMPLE OBTAINED BY : SHELBY TUBE CONDITION: UNTRIMMED DATE : 09/07/04

NATURAL UNIT WEIGHT

FAILURE SHAPE

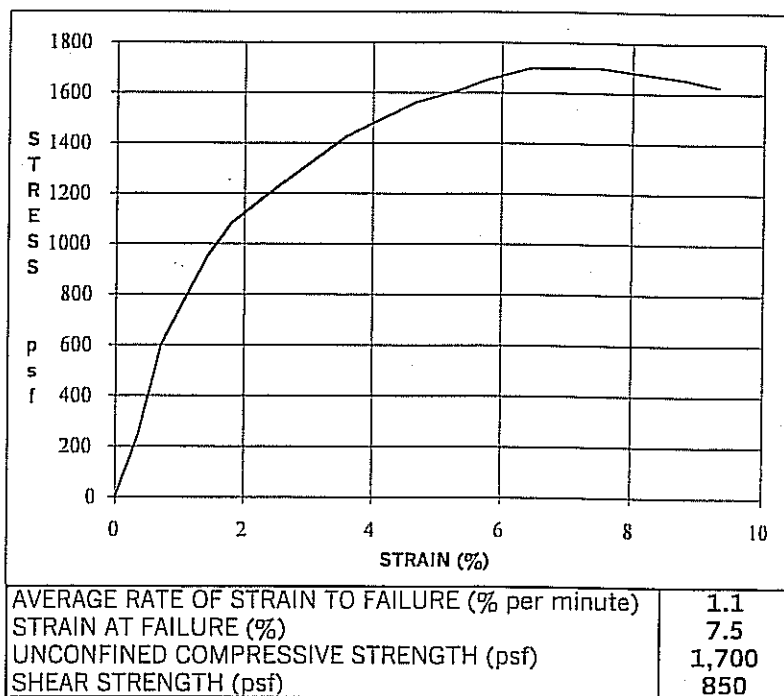
WATER CONTENT AFTER SHEAR

AVERAGE DIAMETER (in.) 2.86
HEIGHT (in.) 5.59
HEIGHT TO DIAMETER RATIO 1.95
AVERAGE AREA (sq. ft.) 0.0446
VOLUME (cu. ft.) 0.0208
WET WEIGHT (lbs.) 2.48
DRY WEIGHT (lbs.) 1.97
DRY DENSITY (pcf) 94.7



CAN NUMBER np-5
WET WEIGHT + CAN (lbs.) 2.16
DRY WEIGHT + CAN (lbs.) 1.81
WEIGHT WATER (lbs.) 0.36
WEIGHT CAN (lbs.) 0.44
WEIGHT SOLID (lbs.) 1.37
MOISTURE (%) 26.0
LOAD CELL NUMBER CELL

DEFORM	LOAD	LOAD	STRAIN	CORR.	STRESS
DIAL	CELL			AREA	
.001 IN.		LBS.	%	SQ. FT.	PSF
0	0	0	0	0.0446	0
20	11.0	11.0	0.4	0.0448	246
40	27.0	27.0	0.7	0.0449	601
60	35.0	35.0	1.1	0.0451	776
80	43.0	43.0	1.4	0.0453	950
100	49.0	49.0	1.8	0.0454	1078
140	56.0	56.0	2.5	0.0458	1223
200	66.0	66.0	3.6	0.0463	1426
260	73.0	73.0	4.7	0.0468	1560
300	76.0	76.0	5.4	0.0472	1612
320	78.0	78.0	5.7	0.0473	1648
360	81.0	81.0	6.4	0.0477	1698
420	82.0	82.0	7.5	0.0483	1699
490	81.0	81.0	8.8	0.0489	1656
520	80.0	80.0	9.3	0.0492	1626



REMARKS :



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408

✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756

www.thelenassoc.com

LOG OF PAVEMENT CORE AND TEST BORING

CLIENT: City of Wyoming

BORING # 1

PROJECT: Limited Pavement Evaluation, Waverly Avenue, Wyoming, Ohio

JOB # 040969NEJ

LOCATION OF BORING: Waverly Avenue approximately 100 feet east of Burns Avenue

SUBSURFACE MATERIAL DESCRIPTION COLOR, MOISTURE, DENSITY, PLASTICITY, SIZE, PROPORTIONS	STRATA DEPTH (In.)	DEPTH SCALE (ft.)	SAMPLE			
			Cond	Blows/6"	No.	Type
SURFACE	0.0					
ASPHALT (2 apparent courses, intact)	4.0		I		1A	PC
GRANULAR BASE, mixed brown very moist to wet dense fine to coarse sand and gravel (7")	11.0		D		1B	CA
		1				
		2	U		2	PT
Gray and brown moist stiff SILTY CLAY with iron oxide stains (CL/A-6b).	30.0					10 1/2 24"
		3				
		4	I	2/3/5	3	DS
Mottled brown moist medium stiff to stiff sandy SILTY CLAY with iron oxide stains.	48.0					14
		5				
Brown very moist very soft sandy CLAY.	60.0					
		6	I	4/3/4	4A	DS
Brown, some gray moist very stiff SILTY CLAY, trace fine to medium sand and limestone floaters with iron oxide stains.	70.8				4B	18
		7				
		8				
		9				
Bottom of test boring at 70.8 inches.						

Datum _____ Hammer Wt. 140 lb Hole Diameter 5" Foreman GB
 Surf. Elev. _____ Hammer Drop 30 in. Pvmt. Core Dia. 4" Engineer KDW
 Date Started 9-2-04 Pipe Size 2 in. O.D. Boring Method CFA Date Completed 9-2-04

SAMPLE CONDITIONS

SAMPLE TYPE

GROUND WATER DEPTH

BORING METHOD

D - DISINTEGRATED
 I - INTACT
 U - UNDISTURBED
 L - LOST

DS - DRIVEN SPLIT SPOON
 PT - PRESSED SHELBY TUBE
 CA - CONTINUOUS FLIGHT AUGER
 PC - PAVEMENT CORE

FIRST NOTED 5.0 ft.
 AT COMPLETION Dry ft.
 AFTER _____ hrs. ft.
 BACKFILLED Immed. hrs.

CCB - CONCRETE CORE BARREL
 CFA - CONTINUOUS FLIGHT AUGERS
 DC - DRIVING CASING
 HA - HAND AUGER

* STANDARD PENETRATION TEST - DRIVING 2" O.D. SAMPLER 1' WITH 140# HAMMER FALLING 30"; COUNT MADE AT 6" INTERVALS



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
 ✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
 www.thelenassoc.com

LOG OF PAVEMENT CORE AND TEST BORING

CLIENT: City of Wyoming

BORING # 2

PROJECT: Limited Pavement Evaluation, Waverly Avenue, Wyoming, Ohio

JOB # 040969NEJ

LOCATION OF BORING: In front of 333 Waverly Avenue

SUBSURFACE MATERIAL DESCRIPTION COLOR, MOISTURE, DENSITY, PLASTICITY, SIZE, PROPORTIONS	STRATA DEPTH (in.)	DEPTH SCALE (ft.)	SAMPLE			
			Cond	Blows/6"	No.	Type Rec. (in.)
SURFACE	0.0					
ASPHALT (5 apparent courses, separated at 5" below surface between courses during coring).	8.75		I		1A	PC 8¾
GRANULAR BASE, mixed gray very moist very dense fine to coarse gravel, little clayey silt and slag (10¼").	19.0	1	D		1B	CA 10¼
Mixed olive brown and brown, trace gray moist stiff FILL, clay, trace fine to coarse sand and asphalt fragments (CH/A-7-6).	36.0	2	U		2	PT 13¾/24"
		3				
Mottled brown and gray moist soft to medium stiff SILTY CLAY, trace bedding planes.	60.0	4	I	4/5/2	3	DS 8
		5				
Mottled grayish brown moist stiff to very stiff lean SILTY CLAY.	79.2	6	I	3/4/6	4	DS 16
		7				
Bottom of test boring at 79.2 inches.		8				
		9				

Datum _____ Hammer Wt. 140 lb Hole Diameter 5" Foreman GB
 Surf. Elev. _____ Hammer Drop 30 in. Pvm. Core Dia. 4" Engineer KDW
 Date Started 9-2-04 Pipe Size 2 in. O.D. Boring Method CFA Date Completed 9-2-04

SAMPLE CONDITIONS

SAMPLE TYPE

GROUND WATER DEPTH

BORING METHOD

D - DISINTEGRATED
 I - INTACT
 U - UNDISTURBED
 L - LOST

DS - DRIVEN SPLIT SPOON
 PT - PRESSED SHELBY TUBE
 CA - CONTINUOUS FLIGHT AUGER
 PC - PAVEMENT CORE

FIRST NOTED 3.6 ft.
 AT COMPLETION 4.3 ft.
 AFTER _____ hrs. _____ ft.
 BACKFILLED _____ Immed. hrs.

CCB - CONCRETE CORE BARREL
 CFA - CONTINUOUS FLIGHT AUGERS
 DC - DRIVING CASING
 HA - HAND AUGER

* STANDARD PENETRATION TEST - DRIVING 2" O.D. SAMPLER 1' WITH 140# HAMMER FALLING 30"; COUNT MADE AT 6" INTERVALS



THELEN ASSOCIATES, INC.

Geotechnical • Testing Engineers

○ 1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
✓ 2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

SOIL CLASSIFICATION SHEET

NON COHESIVE SOILS (Silt, Sand, Gravel and Combinations)

Density

Very Loose	- 5 blows/ft. or less
Loose	- 6 to 10 blows/ft.
Medium Dense	- 11 to 30 blows/ft.
Dense	- 31 to 50 blows/ft.
Very Dense	- 51 blows/ft. or more

Particle Size Identification

Boulders	- 8 inch diameter or more
Cobbles	- 3 to 8 inch diameter
Gravel	- Coarse - 3/4 to 3 inches
	- Fine - 3/16 to 3/4 inches
Sand	- Coarse - 2mm to 5mm (dia. of pencil lead)
	- Medium - 0.45mm to 2mm (dia. of broom straw)
	- Fine - 0.075mm to 0.45mm (dia. of human hair)
Silt	- 0.005mm to 0.075mm (Cannot see particles)

Relative Properties

Descriptive Term	Percent
Trace	1 - 10
Little	11 - 20
Some	21 - 35
And	36 - 50

COHESIVE SOILS (Clay, Silt and Combinations)

Consistency

	<u>Field Identification</u>
Very Soft	Easily penetrated several inches by fist
Soft	Easily penetrated several inches by thumb
Medium Stiff	Can be penetrated several inches by thumb with moderate effort
Stiff	Readily indented by thumb but penetrated only with great effort
Very Stiff	Readily indented by thumbnail
Hard	Indented with difficulty by thumbnail

Unconfined Compressive Strength (tons/sq. ft.)

Less than 0.25
0.25 - 0.5
0.5 - 1.0
1.0 - 2.0
2.0 - 4.0
Over 4.0

Classification on logs are made by visual inspection.

Standard Penetration Test - Driving a 2.0" O.D., 1 3/8" I.D., sampler a distance of 1.0 foot into undisturbed soil with a 140 pound hammer free falling a distance of 30 inches. It is customary to drive the spoon 6 inches to seat into undisturbed soil, then perform the test. The number of hammer blows for seating the spoon and making the tests are recorded for each 6 inches of penetration on the drill log (Example - 6/8/9). The standard penetration test results can be obtained by adding the last two figures (i.e. 8+9=17 blows/ft.). Refusal is defined as greater than 50 blows for 6 inches or less penetration.

Strata Changes - In the column "Soil Descriptions" on the drill log, the horizontal lines represent strata changes. A solid line (————) represents an actually observed change; a dashed line (-----) represents an estimated change.

Groundwater observations were made at the times indicated. Porosity of soil strata, weather conditions, site topography, etc., may cause changes in the water levels indicated on the logs.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2008 (July 1, 2008 through June 30, 2009), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? ____YES ☒ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement and subgrade were evaluated and an engineering report was prepared (included with application – please reference tabbed and highlighted sections). The pavement is deteriorating with severe longitudinal and transverse cracking across the roadway. Asphalt patches indicate areas of pothole repair as well as repair of surface pavement due to delamination from the underlying asphalt courses. The patches are beginning to deteriorate. Existing curb has deteriorated along the surface and is visible only in small sections. In conjunction, the pavement section is not a consistent crown and therefore the drainage is not well controlled in the gutter. The failed condition of the typical surface drainage system (i.e. crowned pavement and curbs to control runoff) causes ponding of surface runoff (see pictures) and therefore does not properly perform its intended function to channel surface water to a storm sewer system. The existing storm sewer system is inadequate. There is an insufficient number of catch basins to properly collect runoff. The new storm sewer will be designed to current standards. The installation of the new crowned pavement and the new curbs together with adding catch basins and upgrading the storm sewer system will alleviate the surface ponding and potential for structural flooding. These improvements will also prevent surface water from draining to the new gravel base extending the life of the pavement section. The pavement section will be lowered to facilitate positive drainage to the new curb. This will result in inadequate cover over the existing waterline, which will then need to be replaced with the project (see attached letter).

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

In conjunction with and necessitated by the roadway improvements on Waverly Avenue, (lowering the street), the existing 6-inch watermain along Waverly will be replaced with an 8-inch main. Also, additional fire hydrants will be installed. This will increase the capacity of the water system allowing better service and fire protection capabilities (see attached letter from Fire Chief). Waverly Avenue is utilized by the residents on the street and adjacent streets as well as other city residents to connect to Grove (Foster Memorial) Park. The rough and cracking surface increases the potential for accidents and injuries to motorists. The new pavement will alleviate those conditions, providing a smooth driving surface and a safer facility. Currently, surface runoff ponds on the street, causing icing in the winter. The storm sewer will be upgraded to current standards (including adding catch basins), curbs will be installed and the street will be graded to eliminate ponding of water (ref. pictures) and the potential for freezing.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1	Waverly Avenue Improvements
Priority 2	Brooks and Jewett Improvements
Priority 3	Abilene Trail Improvements
Priority 4	
Priority 5	

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

No participation – Zero (0)%. Due to the lowering of the roadway, the waterline will be replaced with roadway funds.

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

No significant impact on economic growth

7) Matching Funds - **LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - **OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31, 2007 of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funds are used as the match for this project.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The project will primarily affect the residents of the City of Wyoming.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 700 X 1.20 = 840 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax Bond for Roadway Improvements Specify type Specifically includes Waverly Avenue

**SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009**

NAME OF APPLICANT: City of Wyoming

NAME OF PROJECT: Waverly Ave. Improvements

RATING TEAM: 5

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Notes: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

10
water has upgrade
install hydrants

Criterion 2 – Safety

The applying agency shall include in its application the type frequency, and severity of the safety problem deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 – Less than 10%
 9 – 10% to 19.99%
 8 – 20% to 29.99%
 7 – 30% to 39.99%
 6 – 40% to 49.99%
 5 – 50% to 59.99%
 4 – 60% to 69.99%
 3 – 70% to 79.99%
 2 – 80% to 89.99%
 1 – 90% to 95%
 0 – Above 95%
- Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

- 10 – The project will directly secure new employment
 5 – The project will permit more development
0 – The project will not impact development
- Appeal Score

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

List total percentage of “Local” funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered “Matching Funds – Other”).

8)

Matching Funds - OTHERList total percentage of "Other" funds 0 %

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

List below each funding source and percentage

_____	_____%
_____	_____%
_____	_____%
_____	_____%
_____	_____%

Criterion 8 - Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9)

Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 - Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand - Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand - Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand - Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase - Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase - Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20

3 - Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20

0 - Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Appeal Score

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

2 - ~~3,999~~ 2,999 and under

Appeal Score

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.